

TO FIGHT FREIGHT RATES

MIDDLE WEST SHIPPERS SEE THE ATTORNEY-GENERAL.

They Ask Him to Invoke the Sherman Law Against the 23 Railroads That Have Increased Rates 4 Times May Meet the Situation in the Railway Bill.

WASHINGTON, May 30.—Attorney-General Wickesham was asked to-day by a delegation of shippers from the middle West, supported by about twenty members of Congress, to invoke the Sherman anti-trust law against twenty-five railroads operating between the Mississippi and Missouri rivers which have subscribed to the decision of the Western trunk line committee. This is the first move in a fight that shippers of the middle West intend to wage against the general increase from 19 to 30 per cent in freight rates. The shippers charge that the railroads of the middle West have combined through the Western trunk line committee and illegally advanced their rates.

Mr. Wickesham, after listening to the complaints of the delegation, made no announcement of his intention. He said that the Department of Justice had had such short notice that it would be practically impossible to ask for an injunction against the railroads before June 1, the date on which the new rates go into effect. He promised, however, to consider carefully the arguments made by the shippers and the brief left by their legal representative.

The Attorney-General, it is understood, is inclined to sympathize with the shippers from the middle West and to accept their contention that the railroads have sought to evade the Sherman law by making substantial increases before the Administration bill is put upon the statute books. Whether or not the railroads can be held under the Sherman anti-trust act is something, however, that the Attorney-General has yet to decide, but it is certain that he will move against them if he can find the slightest ground for such action. Members of Congress who attended the hearing are confident that Mr. Wickesham will see his way clear to proceed against the carriers.

The feeling against the railroads in the middle West, as a result of the increases, is very bitter and the Attorney-General and other advisers of the Administration believe that the present agitation will at least result in the incorporation into the pending railroad bill of a radical amendment providing for Government approval of increased freight and passenger rates. The Senate already has adopted an amendment giving the Interstate Commerce Commission authority to suspend any proposed increase for eight months pending an investigation into its reasonableness. If at the end of that period, however, the commission fails to act, the rate is to go into effect. It is believed now that the present agitation and the pressure that is being brought to bear on Congress will result in the adoption of an amendment similar to that proposed by Senator Cummins, which requires the Interstate Commerce Commission to pass upon every increase before it shall become operative.

The presentation of the shippers' case at the Department of Justice took only about half an hour. The Attorney-General expressed regret once or twice that the shippers had not brought the case to his notice sooner. Among the members of Congress at the hearing were Senators Cullom of Illinois, Clapp of Minnesota, Brown of Nebraska and Warner of Missouri, and Representatives Lloyd Alexander, Morgan and Dixon of Missouri, Morris and Hitchcock of Nebraska, Miller, Nye and Lindbergh of Minnesota, Kendall, Pickett, Good and Hubbard of Iowa, and Snapp and Graft of Illinois.

William Duff Hainey of Chicago, representing the Illinois Manufacturers Association, presented the brief on behalf of the shippers. Representative Hubbard declared that the railroads have conspired "to defeat the provisions of the railway bill now before Congress before its passage," and J. M. Gillon, secretary of the Manufacturers Association, charged informally after the hearing that the railroads of Wall Street operators have brought about the increases so that they might rake in millions of dollars.

Mr. Hainey said that the delegation had appeared before the Attorney-General representing shippers from Illinois, Wisconsin, Missouri, Iowa and Nebraska, which section constitutes the Western Trunk Line. He stated that the Western Trunk Line, which section constitutes the Western Trunk Line, has been in operation since 1906, the year that the Hepburn amendments to the Interstate Commerce law became effective. He stated that the railroads had been in operation since 1906, the year that the Hepburn amendments to the Interstate Commerce law became effective.

Without going into details, said Mr. Hainey, it is sufficient to say that the burden imposed upon the manufacturers, producers and consumers has become too great, and there is a general feeling that these last advances should be resisted as a matter of course. He stated that the present state of the law is in attacking these proposed advances in rates is to wait until the Interstate Commerce Commission has acted, and that if the bill is slow and cumbersome, and that if its efforts are resisted to the court of last resort by the railroads it will take at least two years to attain final adjudication of the questions involved. It is impossible therefore for us to attempt to meet the present emergency in such manner, and we have come to the conclusion that the only way in which we can obtain relief from the threatened imposition of these advances is through action under the Sherman law.

Mr. Hainey alleged that the railroads concerned in the association mentioned "fix their rates in concert." Meetings "are held in which all of the lines are represented and concerted action is taken, which is finally given to the public in the shape of a decision published and filed with the Interstate Commerce Commission through a single agent, who represents all of the interested lines by special power of attorney.

The Western Trunk Line Committee is held together by articles which are in fact an agreement for concert of action. A copy of that agreement is on file in the office of the Interstate Commerce Commission. Acting under the terms of that document meetings of the executive and other officers of the constituent railroad companies are held weekly and oftener, and at these meetings there is a decision put before the members for discussion, which is a copy of the subjects concerning which such resolutions that are offered. The resolutions of the Western Trunk Line Committee provide for methods of acting upon the subjects contained in this document and under the provisions of this document are held in unanimous action of all of the lines concerned, and that no action can be made or a tariff issued through their joint agent.

ONE-THIRD REDUCTION

CHESTER BILLINGS & SON

on the million dollar stock of CHESTER BILLINGS & SON (Formerly RANDEL, BAREMORE & BILLINGS) will extend through the month of June

Arrangements have been made with Hegeman & Co., who will later occupy this store, whereby we are enabled to offer the public three days more in which to avail themselves of this unequalled opportunity for the purchase of high-grade jewelry at prices below the wholesale cost.

FIFTH AVENUE and THIRTY-FOURTH STREET. NOTE: Included in this stock is a lot of the finest pearls at same reduction.

HELPING OUT COLLEGE BOYS. Hotel Men Who Know Their Parents Give Them a Lift Now and Then. There were, of course, the usual holiday numbers of college students from nearby institutions in town yesterday, and some of them were much in evidence, as a favorite form of diversion seemed to be tearing leekily split up and down Fifth avenue with a party of girls in automobiles.

Two youngsters, one of whom keeps an automobile, came to town night before last, and whether they brought much money with them did not develop. But they found two school girls of their acquaintance in town and started in to entertain them with joy riding. After lunch yesterday one started to pay his bill at his hotel, and found he owed just \$3.00. He dived down into his pockets and produced just the right change. The other came up to the desk, looking embarrassed.

"May I tell the manager, 'I guess I'll have to send you from New Haven? I have scoured the town in search of a man I know but I can't find him.' The manager assured him that it was all right.

"You see," he said, "we have any number of the parents of these youngsters coming here, who have told us that if at any time the boys come to town to let them have a room and the footers they want, but they are shy on our letter, they have money. We have never lost anything by it. Then it is wonderful that you should be so at any time as to let the youngsters, running anywhere from a \$1 to \$3 and \$5. I guess the cashier of a bank in a college town leads a harassed existence with the multitude of small checks that come in.

"But speaking of college boys reminds me of a curious experience we had once with a school girl. Her mother brought her here and told us she was going to enter her in one of the fancy schools. "And, by the way," she said, "Marjorie has been looking in some of these shop windows, and she thinks that from time to time there may be little things she will want. So at any time stop in to let her see what she can do for her. I wish you would let her have it." Of course we were ready to oblige her.

"She did not long after her mother left when Miss Marjorie came to let her see what she could do for her. It happened about every week, and then it got oftener. Well, after she had been in school about three months or so, she came in two days after she had just drawn twenty-five dollars, and she said she had \$50, and at once, though this was against orders, I let her have it.

"Do you know that that girl went off straight to the factory and got a young man from her home town? That got me in bad with the mother, who was against the marriage, and said I had no business to let her daughter have so much money. However, she became reconciled to the couple and paid the money. Nevertheless, since then, I have always felt like repeating to mothers who give me similar instructions regarding advancing money to their daughters, 'I don't know what you used it to go off and marry the man of her choice.'"

OUR INTERNAL COMMERCE. Reports Indicate a Rather Unsettled Condition of Trade. WASHINGTON, May 30.—Commercial movements within the United States during the month of April, as reported to the Bureau of Statistics of the Department of Commerce and Labor, indicate a rather unsettled condition of trade. While the lumber movement was fairly heavy in response to the large requirements of the building trade, the movements of bituminous coal and coke showed a check in the upward trend, owing partly to the curtailment of iron production and the partial cessation of operations at the central mining regions pending the settlement of labor disputes. The cotton, wool and live stock movements during the month were also light. The grain movement, on the other hand, notwithstanding the slight export demand, proved fairly heavy.

As a result of the general trade situation, as measured by the number of surplus cars as well as the total number of cars handled shows a less favorable picture than for the earlier months of the year. The number of surplus cars reported by the American Railway Association for April 27 was 102,000, and a fortnight later 127,138, a total larger than any reported since August 1909. Reports from twenty-seven car service associations and demurrage bureaus in various parts of the country show a total of 2,000, 700 cars handled during the month, compared with 2,200, 352 cars in the same organizations during March and 1,733,918 cars during April, 1909. The number of cars handled during the four months of the year, 8,106,178, was about 18 per cent in excess of the corresponding 1909 figures and about 35 per cent in excess of the number reported for the corresponding period two years ago.

FOR FIRST ASSISTANT P. M. G. Ohio Congress Delegation Regarding the Appointment of a Congressman. WASHINGTON, May 30.—Members of the Ohio delegation in Congress have brought to the attention of President Taft the availability of Representative Ralph Cole of the Eighth Ohio district for appointment as First Assistant Postmaster-General. Mr. Cole will leave Congress on March 4, 1911, having failed of re-nomination.

While the President is anxious to recognize Mr. Cole it is the understanding that he will not take the initiative in naming him as the First Assistant Postmaster-General to the President's General. It is the purpose of the Ohio members to urge the appointment of Mr. Cole on Postmaster-General Hitchcock. The office of First Assistant will be vacated early in July, when Charles D. Graybill of Missouri will return to become postmaster of Washington.

CHEERING NEWS FOR JOHNSON

HE HEARS THAT CLEVELAND WANTS HIM BACK.

He Tells Single Taxers That He Expects Another Fight Himself. He Gets 325 Pounds Medals and Gives His Views on a Struggle in England.

Tom I. Johnson, former Mayor of Cleveland, was the guest of honor at a dinner given by the New York Single Tax Club last night at the Hotel Astor. Mr. Johnson had just returned from Europe. His turn to speak came after the other speakers, including admirers from Cleveland, had told what they thought of him.

"It is pleasant to hear all these things said about me," Mr. Johnson said when he got a chance, "because they are flattering things; but it doesn't seem quite fitting. I do not believe that we have reached the end of the struggle in Cleveland. But if it should be that the last fight has been fought I have no regrets."

He continued with an account of some of the single taxers he met while he was in England recently, and added his about the political situation in that country. "I believe that the fight now being waged in Parliament is the greatest fight against privilege that the world has ever seen."

Newton D. Baker, city attorney of Cleveland and one of Mr. Johnson's old associates in office, referred to the present conditions in Cleveland following the defeat of Johnson last fall, and turning to the guest of the evening said: "The message I bring to you from Cleveland from the common people of Cleveland—is this, that standing on the mountain of your achievement as you are the people of Cleveland are calling to you to come back to new and better achievements."

Though there may be people in Cleveland who are in a state of horror at the sound of your name, the majority of the people in Cleveland, who know that under your administration Cleveland was the best governed and the most intelligent city of the United States, are eagerly awaiting your return."

The single taxers gave Mr. Johnson a medal bearing his own portrait and that of Henry George, the medal was made by Richard F. George, son of Henry George and is in two pieces which are set in a mahogany plaque so that both sides may be seen. The pedestal is as high as the diameter and the two pieces together weigh 224 pounds. One of the problems confronting Mr. Johnson is how to get the gift back to Cleveland.

Mr. Johnson, who had been leaning back in his chair, leaned back still further against what he supposed was the wall but which really was only a portiere. He fell over the railing and his head struck the floor of the dais. There was a moment's scare until he got up laughing and brushed himself. Then everything was all right.

The other speakers were the Rev. Herbert S. Bigelow of Cleveland, Henry George, Jr., Louis F. Post and Edmund Vance Cooke. Mr. Cooke's contribution was a paper on the occasion of Mr. Johnson's defeat last fall, in which he glorified Mr. Johnson and characterized his defeat as a noble defeat.

CURTIS'S OIL TANK LEAKED.

Aviator Besieged by Callers and Several Flight Propositions Made.

Glenn H. Curtiss spent all of yesterday in his rooms at the Hotel Astor, recuperating from the effects of his record-breaking flight of Sunday. He was besieged by callers and business propositions. The success of the flight had a stimulating influence and prizes for similar events were discussed. It was said that one prize proposed was larger than the \$10,000 won by Curtiss. When consulted about a future event for a prize Mr. Curtiss suggested that the trip from New York to Washington would be a possible performance. Mr. Curtiss said flying a longer distance is only a matter of making stops.

In the forenoon the mechanics examined the machine used by Mr. Curtiss on Sunday and a leak was found in the oil tank. Mr. Curtiss said but for this leakage he would have been able to have made the trip from Poughkeepsie to Governors Island without the necessary stop at New York. The leakage in the tank he thought was due to making a rough landing at Poughkeepsie. The crates for the machine will arrive from Albany to-day, but Mr. Curtiss said yesterday that he was too overcome from the excitement of the flight to make any immediate plans. He has accepted an offer to give an exhibition at the Chicago June 18.

"I have been planning this trip for a year," said Mr. Curtiss, "and now that the one thing that I have looked forward to has been realized, I do not want to participate any particular achievement. In a way I feel that I have conquered my world, for really what I have accomplished seemed almost unbelievable when I started to make it. In making this trip I have learned much that will benefit me in my future work, and when I am rested I would like to do it all over again. The time from Albany to New York was 22 minutes and 30 seconds. I believe my eyes when the tall skyscrapers loomed up from a distance."

Mr. Curtiss said his experience with the rough air currents in the Highlands would be of use in controlling his machine under similar conditions. He said this trip had also suggested some improvements in the guy wires of the machine.

Long conversations were received from the officers of the various aer club throughout the country, and both Willard and Mars, who are making flights in Japan, Mo., sent their greetings. Mayor Jaycox was present at a dinner to be given at the Hotel Astor this evening when about fifty guests will be present.

Augustus Post sent an official report of the flight to the Mayor, telling of the start, landings and time of the flight.

POLICE CAPTAIN BADLY HURT.

Naughton of Kingsbridge Thrown From His Buggy When His Horse Stalls.

Capt. Michael Naughton of the Kingsbridge police station is in a serious condition at his home, 1905 Washington avenue, as the result of being thrown from his buggy while making a tour through his precinct yesterday.

Capt. Naughton was transferred about a week ago from the Alexander avenue station, and he was not accustomed to the ways of the skittish department horse which he was driving. Going over the Harlem ship canal at 225th street the captain had the wheels of his buggy on the track. As he approached the north end of the bridge, where there is a sharp turn, an automobile came suddenly around the bend tooting its horn. The captain's horse stalled at that point, and fell unconscious. The horse ran wild for a block or more until a man stopped him. Capt. Naughton of Kingsbridge was taken to the hospital, where he was operated on by Dr. Roy of the Fordham Hospital. He was taken to the point of having his leg amputated, but the operation was objected. He was taken to his home in the ambulance.

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BOYD MORTGAGE GUARANTEE Capital & Surplus - \$7,500,000 176 W'ny, N. Y. 175 Nassau St., W'ny 350 Fulton St., Jamaica.

THE PIPE DWELLERS AT WAR.

The Governor Ship Bats Cruelly Abuse the Hospitality of Rusty Bill.

The Main Pipe Smoking Club is in danger of being rent asunder by internal dissension. The most momentous question in its history is now apparent and there is every indication of a wholesale expulsion of members by force of fists. The bone of contention is Rusty Bill's "pants," and the question is to be settled in, "Who stole 'em?" Rusty Bill is no mere lay member; he is the Grand Giasconite.

Be it known that the Main Pipe Smoking Club is a large organization with quarters beneath the Williamsburg Bridge. The immense pipes for the water mains being laid there afford most excellent sleeping quarters well protected, and the homeless members felt that at last they had found a home where they could puff their pipes and smoke their pipes unmolested. So they dwelt in peace, sixty odd of them, except that about a score were temporarily absent spending their vacations in the workshop.

All was serene and Rusty Bill was omnipotent until the fire in the chicken store house on South street on Saturday night. The smoke from this was so disagreeable over Saturday night and Sunday that the Governor Ship rats were forced from their quarters by the fumes, and under the leadership of Boss Hatter they applied for membership in the Main Pipe Smoking Club.

Then trouble began. Incipient skirmishes were common between the old and new members all Sunday night. But the final blow came at rising time, which is coincident with the gin mill openings, yesterday. Instantly roused Rusty Bill, the rock of his pipe gang, reacted for his "pants." But he could not find them. Having neglected to bring a change from his winter residence Rusty Bill was helpless. He crawled to the door of his pipe and struck his head on the door. That was as far as he dared to go as the pedler quarter was waking up and there were many early purchasers.

"Where the hell's my pants? Who's copied my pants?" roared Rusty Bill. The old guard heard their master's voice and the pipes gave forth their sleepers, who soon learned of Rusty Bill's ailment. All had the same idea, and in a second there was a wild assault on the pipes occupied by the new members from Governor Ship.

A pair of pants for Rusty Bill" rang out the battle cry. The fight was on. But the newcomers were either unskilled or were wise. They slept with their "pants" on. Many a shoe and hat fell to the old guard in the mêlée, but a single pair of pants could be picked up from the rats. The latter were finally forced back to the water front and, completely routed, were sent scurrying down the river.

The victorious hoboes filed back to the pipes, and seated around the one from which Rusty Bill's head protruded, held a council of war. It was not decided immediately to expel the rats, because it was thought that they would no longer insist on their membership. Scouts were sent out on a search for "pants," but up to a late hour Rusty Bill was still confined to his pipe abode.

CRICKET.

Brooklyn and Kings County Teams Play at Prospect Park Crescents Beaten.

Cricket at the Parade Grounds, Prospect Park, was marred by showers yesterday and only one game was brought to a definite conclusion. The Metropolitan league contest between Brooklyn and Kings County was productive of heavy scoring by both sides, the bowlers being at a disadvantage owing to the wet ball. Brooklyn batted first and ran up 150 runs for eight wickets and declared the innings closed. Kings County ran up 100 for three wickets before time was called. The game ended in a draw.

The league game in the second section between Brooklyn and Kings County was won by Kings County easily, the margin being 92 runs. The Brooklyn were short-handed and could only score 58 when they were out. For the winners, T. S. Cusack made top score with 35. Branker came next with 24 and double figures were also scored by C. Hoyle, M. de Souza, W. Williams and J. R. Williams. The total, Brooklyn and Kings County, was 148.

A. C. was beaten yesterday in a New York and New Jersey association game by Benetton, who scored 100. The game was 110 runs and this result was mainly brought about by the batting of T. H. Clarke and the bowling of J. H. Clarke. The latter put on 27 runs before he was disposed of, while Franklin was on the spot with the ball and captured six wickets for 37 runs. The Brooklyn total was 165.

A full two inning game in the New York and New Jersey cricket league was played yesterday at the Staten Island grounds between the Staten Island C. C. and the New York Veterans. The former was represented by a margin of three wickets. The home team batted first and ran up 108. The Veterans responded with 87 runs. The Veterans were out for the second time and fared worse than they did in the former, as they were all put out in quick order for the second time. The home team easily ran up 38 runs.

At West New Brighton yesterday, the Richmond County C. C. defeated the Prospect Park eleven by the overwhelming score of an innings and 759 runs. The Prospect Parkers batted 1250 7. Rightly best batsman was J. H. Clarke, who scored 7, only thirteen balls being bowled to them. In their second innings the visitors ran up 41 before they were all out.

The Prospect Park second team also suffered defeat at West New Brighton yesterday at the hands of the Veterans B team by the score of 115 to 30.

POLIO FOR WHITNEY CUP.

English Teams Playing for Prize Given by American.

Special Cable Despatch to THE SUN. LONDON, May 30.—The polo tournament which is being played simultaneously at Hurlingham and Epsomhampton for the cup offered by Harry Payne Whitney began to-day. Sixteen teams are entered. The game is to be played under the American rules and system of handicapping. In to-day's play the old Etonians beat the Magpies, 12 to 13. Handley Cross defeated Wootton Bassett, 12 to 7. Rightly best batsman was J. H. Clarke, who scored 7, only thirteen balls being bowled to them. In their second innings the visitors ran up 41 before they were all out.

Montclair May Cup at Waukegan.

MONTCLAIR, N. J., May 30.—J. C. Atwater won three events in the shoot of the Montclair Gun Club to-day and thereby got the May cup. He broke it out of 20 targets in the main event.

Montclair Beats Johnny Daly.

ALBANY, May 30.—Johnny Daly of New York received the worst beating ever administered in an Albany simulacrum at Hurlingham and Epsomhampton for the cup offered by Harry Payne Whitney began to-day. Sixteen teams are entered. The game is to be played under the American rules and system of handicapping. In to-day's play the old Etonians beat the Magpies, 12 to 13. Handley Cross defeated Wootton Bassett, 12 to 7. Rightly best batsman was J. H. Clarke, who scored 7, only thirteen balls being bowled to them. In their second innings the visitors ran up 41 before they were all out.

HUNT RACES AT PIMLICO.

Military Event an Attraction and War Department Sanctions Other Such.

BALTIMORE, May 30.—Clear skies and warm weather greeted more than 2,000 turf enthusiasts this afternoon at Pimlico, where the meeting of the Maryland United Hunts came to an end with a card of eight races. The military race run last Saturday proved such a success that at the last minute the association put on another for to-day with army officers in the saddle. The winner was Colored Lady, ridden by Lieut. Graham. She was at all times favorite at 2 to 3 and was well backed. Martha Jane, with Lieut. O'Donnell in the saddle and the second choice at 6 to 8, finished second in front of Sir Lewis, the only other starter, ridden by Lieut. Alexander.

The War Department was so favorably impressed with Saturday's and to-day's races that it has sanctioned military events at Pimlico in future meetings. A score of Government officials both military and official from Washington, witnessed the races. The Decoration Day Steeplechase Handicap was won by Essex 4 The favorite, Touchwood, ran unplaced. The summaries: First Race—Three year olds and up; six furlongs—Glopper 1 1/2 (W. Moss), 6 to 1, won; John Miller, 12 (C. Williams), 2 to 1, second; T. W. 12 (C. Williams), 10 to 1, third. Second Race—Three year olds and up; one mile—Gay Deceiver, 12 (Mr. T. Wright), 1 to 2, won; George E. Hall, 12 (Mr. Taylor), 1 to 2, second; Hoops (see, 13 (Mr. Black), out, third. Time, 1:54.

ROCKAWAY LEADS IN UNDECIDED GREAT NECK MATCH.

There were many perplexities, such as the luck of the game, at the opening of the Great Neck Polo Club tournament on Long Island yesterday afternoon. The second cup, which must be won three times to carry individual prizes as a consolation, went to Meadow Brook in 1908 and the New Haven team was aligned, the latter through the putting in of Hugh Brady in place of John Nelson, having to concede five goals. Rockaway won by 8 to 5 goals. Only four periods were played and mostly in a drizzling rain. Scheduled for a play did not begin until 5:17 o'clock. The four periods die are to be played on Thursday after the regular match for that day. Hugh Brady has been lame from one fall, and after a pony fell with him as the third period closed he withdrew, and Paul J. Rainey did the same. This made the last period a three man affair for each team. The galloping was very sloppy and conditions, but the light was poor and it was said to stop the game when L. E. Stoddard and the riding muscles of his legs had given out. The lineup: Rockaway—No. 1, R. J. Collier, 4; No. 2, R. L. Montague, Jr., 2; No. 3, J. Cheever Cowdin, 3; No. 4, J. R. Thomas, 4. Total, 17. New Haven—No. 1, W. L. Goodwin, 2; No. 2, Hugh Brady, 3; No. 3, L. E. Stoddard, 5; No. 4, J. R. Thomas, 4. Total, 22.

Bicycle Races at Long Beach.

LONG BEACH, N. J., May 30.—The Long Branch Bicycle Club held a series of races to-day. There were a number of bad falls and several riders were badly bruised. The summary: Three quarters of a mile—Won by Ray Borden. Half mile second, Oakley Hance, third, time 1 minute 25 seconds. One mile—Won by P. C. Hedrick. John Deas second, J. Johnson, third, time 2 minutes 45 seconds. Quarter mile—Won by P. C. Hedrick. James Deas second, E. Berghoff, third, time 30 seconds. Six miles Handicap—Won by Ray Borden. H. H. Borden second, Miller third, time 15 minutes. Half mile—Won by Ray Borden. H. H. Borden second, Oakley Hance, third, time 1 minute 25 seconds.

Williams Lawn Tennis Players Win.

WILLIAMSTOWN, MASS., May 30.—Williams defeated Wesleyan at tennis to-day, 4 to 2. Newton and Oakley of Williams defeated Holton and Bacon, winners of the New England doubles championship last week at Boston.

Summer Suits for Men \$16 to \$40. Our contention is this—it is not a difficult matter to fashion a summer suit, light in weight, correct in style and comfortable in the wearing—any good tailor can accomplish this. How many can produce a summer suit retaining its original, stylish and graceful lines throughout service? Few! These garments place us among the few. Hackett Carhart & Co. 841 Broadway, at 13th St. 265 Broadway, near Chambers St.

The Twin Cities. The hours of departure from Chicago of The North Western Line's St. Paul and Minneapolis trains suit every convenience. The North Western Limited—An electric lighted fast train with modern Pullman equipment, leaves Chicago daily at 6:35 p. m. St. Paul-Minneapolis Express—The business man's train, electric lighted and splendidly equipped, leaves Chicago daily at 10:10 p. m. Badger State Express—Leaves Chicago daily at 9:00 a. m., offering every comfort of daytime travel. The North Western Mail—Leaves Chicago daily at 3:00 a. m. THE NORTH WESTERN LINE. R. M. Johnson, General Agent, C. & N. W. Ry. 461 Broadway, New York, N. Y. Lewis & Conger House Furnishing Warerooms. Established 1855. Cooking Utensils of every kind, Tin, Copper, Aluminum, Nickel and Guaranteed Enameled Steel. Cutlery, Earthenware, China and Glass, Woodenware, Laundry Furniture, etc. House Cleaning Materials, Vacuum Cleaners. Refrigerators Water Filters and Coolers. Ice Cream Freezers. The "Eddy" Our Standard for Quarter Century. The "Premier" Glass lined. The Perfection of Cleanliness, Efficiency and Economy. Ice Cream Freezers. Hammocks and Hammock Beds. Lawn Umbrellas and Tables, &c. 130 and 132 West 42d Street, New York